

# MTM Gets Its Railroad



Minnesota Transportation Museum



**MINNEGAZETTE**

September/October 1983

## About the Cover

This is it, folks, a portion of MTM's new railroad line in Stillwater, courtesy of Burlington Northern. MTM's steam engine 328 gave the VIP's attending the ceremony of BN donating the six miles of track to the MTM a ride over the eastern portion of the line on July 22. Here, the train is at Dutchman's Crossing looking toward Highway 95 near the east end of the new MTM line. Photo by Scott Heiderich.

## Nominations Committee

Because of the expected switch of the annual meeting from January to November, our Nominations Committee is hard at work to develop a slate of officers for election for 1984. If you wish to be considered for a position on the board, please contact a member of the Nominations Committee. They are **Bob Ball**, 521-4013, **Bill Graham**, 925-4806 and **George Isaacs**, 484-7512.

## President's Message

On October 28, 29 and 30 the Minnesota Transportation Museum will host the 12th annual convention of the Tourist Railway Association (TRAIN, Inc.) at the Sheraton Midway Hotel at Hamline and University Aves. in St. Paul. TRAIN is an organization which is comprised of museum groups like ours along with tourist railroads, private car owners, excursion operators, and suppliers from throughout the United States and Canada. We are expecting some 200 to 250 delegates to be in attendance.

The organization was formed in 1971 to help promote the mutual exchange of ideas and information between groups as well as to address the specific problems associated with the restoration and operation of antique transit and railroad vehicles.

A convention brochure has been enclosed with this issue of the *Minnegazette* and all MTMers are cordially invited to attend the seminars, train trip and/or the evening dinners. A 20 percent discount of the convention registration fee (\$5 off of the "additional member representative" fee of \$25.) is offered to MTM members only. If you plan to attend the convention or any of the dinners, please fill out the registration form and mail it along with your check to:

**TRAIN '83**  
3315 Skyview Drive  
Burnsville, MN 55337

Please register early and I hope to see many of you there.

**Frank E. Sandberg Jr.**  
President

## Calendar of Events

- |                  |   |
|------------------|---|
| Sept. 27:        | General membership meeting at NWNL, Minneapolis.  |
| Sept. 30-Oct. 3: | Association of Rail Museums (ARM) Convention at Seashore Trolley Museum, Kennebunkport, Maine.  |
| Oct. 1-2:        | Lilydale, 328 steam train.  |
| Oct. 28-30:      | TRAIN Convention right here in the Twin Cities! Operation of 328 and 1385 steam trains, Como-Harriet Streetcar Line and our buses 630 and 1399 too! |
| Oct. 30:         | 7th annual streetcar company-style MTM picnic at CHSL.  |
| Oct. 30:         | Official end of Como-Harriet Streetcar Line operating season.   |
| Nov. 29:         | Annual membership meeting and election of officers for 1984 at the Sheraton Midway Hotel, St. Paul.   |
| Jan. 24, 1984:   | General membership meeting (site to be announced).  |



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

**Fred Rhodes**, Minnegazette  
10409 Nicollet Circle  
Bloomington, MN 55420



The ribbon is cut! The line is open! Full steam ahead! This momentous occasion on July 22 opened a new era for MTM and the people of Minnesota. Cutting the ribbon was Stillwater Mayor Harry Peterson. Holding the ribbon was

MTM president Frank Sandberg, left, and Bob Garland, senior vice president of planning for Burlington Northern Railroad Co. Also holding the ribbon at the far left was MTM director, Bill Campion. Photo by Mike Buck.



## Membership Meeting and Article Change September 27

The next general membership meeting is at 7:30 p.m. on Tuesday, September 27 in the auditorium of the Northwestern National Life Insurance Co. at Nicollet Mall and Washington in downtown Minneapolis. Besides the normal activities of the meeting, you, the voting members, are hereby notified that there will be a vote of the membership as per Article XVIII of the Articles of Incorporation on a change to Article XVI.

Article XVI currently states: "The annual meeting of the voting membership for the election of officers and any other business shall be held in January of each calendar year at such time and place as the Board of Directors may determine upon at least ten (10) days notice to all voting members."

Your current Board of Directors has voted to ask the membership to vote to approve a change in Article XVI naming **November** as the month for the Annual Meeting

beginning this year, November 1983. The board feels that with the increased activity in most areas of the museum, it is important for the new leaders to be elected late in the fall at the end of our operating season so they may have the whole winter to plan for the next years' operating seasons.

The wording for the proposed new Article XVI is as follows: "The annual meeting of the voting membership for the election of officers and any other business will be held in November of each calendar year, beginning in November 1983, at such time and place as the Board of Directors may determine upon at least ten (10) days notice to all voting members."

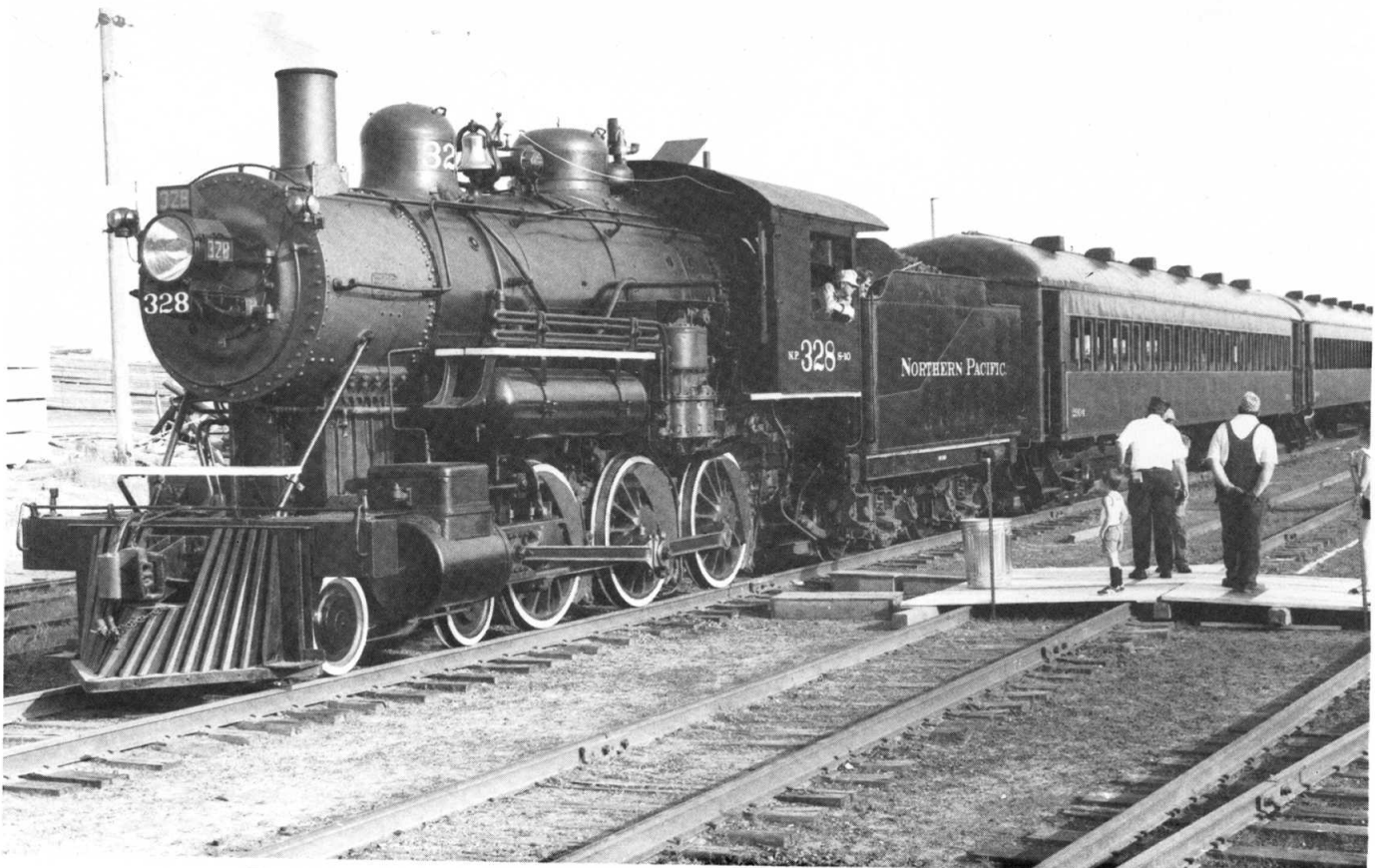
If approved by a three-fourths majority of those voting members attending our September 27 meeting, our next annual membership meeting will be held at the Sheraton Midway Hotel in St. Paul on November 29, 1983.

## Pill Box Style Cane Hats Available

New Motorman/Conductor pill box cane-type hats are available from member **Mike Buck** for \$21.50. These hats are available in sizes 7½, 7¼, 7⅜ and 7½ and on a first come, first serve basis. None will be held in reserve.

The complementary "Motorman" and "Conductor" badges are also available from Mike or fellow member **Gene Corbey**. The pill box cane-style hats are extremely difficult to obtain and may not be readily available for sometime into the future. Contact **Mike Buck** at 822-7559 or **Gene Corbey** at 488-5254.

# TRAIN



The 328 steam train prepared to board passengers at New Brighton on June 25 for the last run of the day. Photo by Bob Ball.



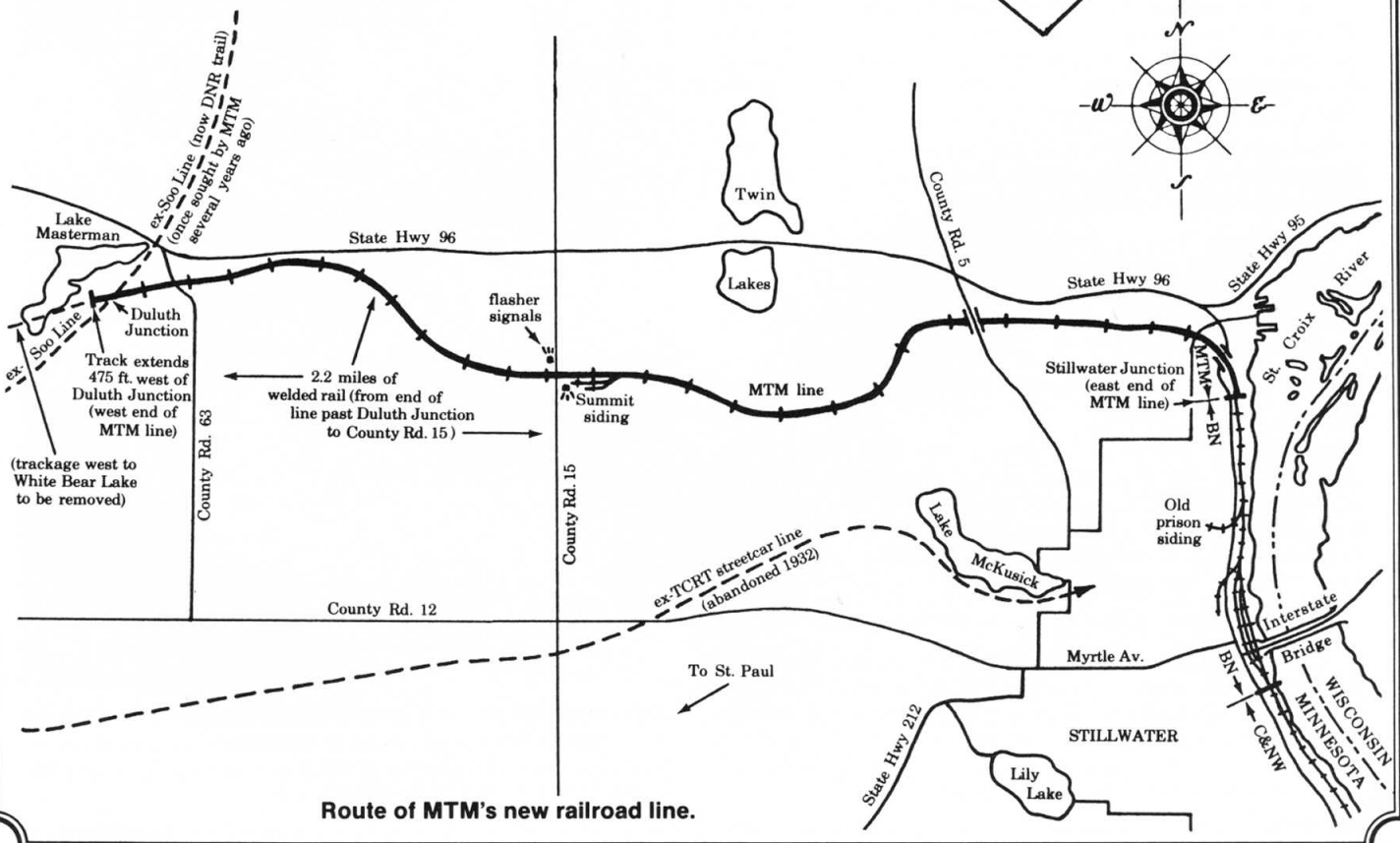
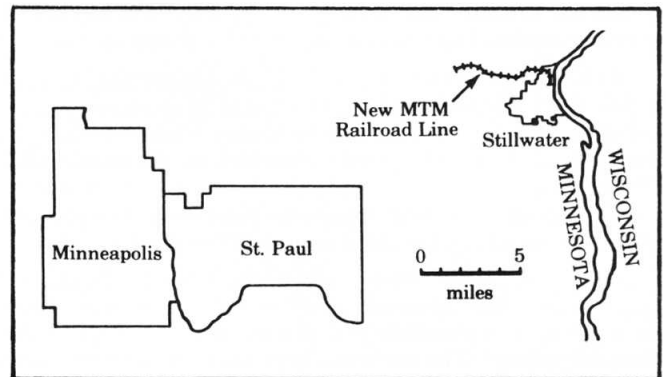
# Burlington Northern Donates 6 Miles of Track to Museum

For years the Minnesota Transportation Museum has had a train. Now it has a railroad.

On July 22, **Burlington Northern Railroad** donated six miles of its abandoned trackage near Stillwater, Minn. to the museum. MTM celebrated the occasion by running its N.P. 328 steam train, loaded with dignitaries, over a portion of its newly-acquired track immediately after the formal signing of the papers.

The museum plans to use this trackage extensively for passenger operations in between its occasional weekend forays to neighboring communities.

The acquisition of a railroad site ends nearly 10 years of frustrated efforts on the part of the museum to secure close-in (and some not-so-close-in) trackage for operation of its vintage trains.



In 1974, MTM established a committee to find and secure a steam railroad site (we didn't even have our steam engine yet). The first potential site was a two-mile stretch of track in St. Paul that would have depots at each end and provide a static display of railroad equipment and offices at the site in time for the nation's Bicentennial in 1976.

In 1977, MTM sought a 5.3-mile portion of abandoned Soo Line trackage east of White Bear Lake. (Part of this former line (now DNR trail) crosses the west end of MTM's new line at Duluth Junction.)

In 1979, MTM redirected its search for a steam site to a 10-mile stretch of abandoned Milwaukee Road trackage between Montgomery and LeCenter, even incorporating a new common carrier called The LeCenter Terminal Railway Line to offer to buy and operate the line.

These bids were the more aggressive attempts by MTM to secure a steam site. There were many other leads of abandoned trackage in several other locations as well.

In all cases the museum's bids, some at very substantial sums, were rejected and the trackages in question subsequently torn up and the rights-of-way converted to hiking/biking trails or merely reverted to adjacent land owners.

It seemed like the museum would never get its railroad—at any price—and certainly not for free.

It was a relief, then, when Burlington Northern approached the museum earlier this year and first brought up the possibility of donating some of its abandoned trackage. The museum kept its fingers crossed for the next several months until the big moment arrived on July 22 — when Burlington Northern Railroad donated part of its abandoned trackage to the Minnesota Transportation Museum.

The **Minnegazette** interviewed museum president **Frank E. Sandberg Jr.** to get the museum's reaction to Burlington Northern's generous donation of six miles of its abandoned trackage to the museum and its future plans for the railroad line.

**Minnegazette:** How did the museum react to the donation of BN's abandoned track to MTM and were there any costs involved?

**Sandberg:** "I can speak for the entire museum when I say that we are joyously grateful to Burlington Northern Railroad for their most generous donation of their trackage to the museum. There are no costs to us—it is now our track, free and clear."

**Minnegazette:** What does MTM plan to do with the track?

**Sandberg:** "We plan to develop the line into a Stillwater branch line railroad exhibit of the 1920s and 1930s and apply to the National Register of Historic Places to have the line and the museum's N.P. 4-6-0 No. 328 steam engine added to their list, similar to streetcar 1300 and the Como-Harriet Streetcar Line."

**Minnegazette:** What shape is the track in?

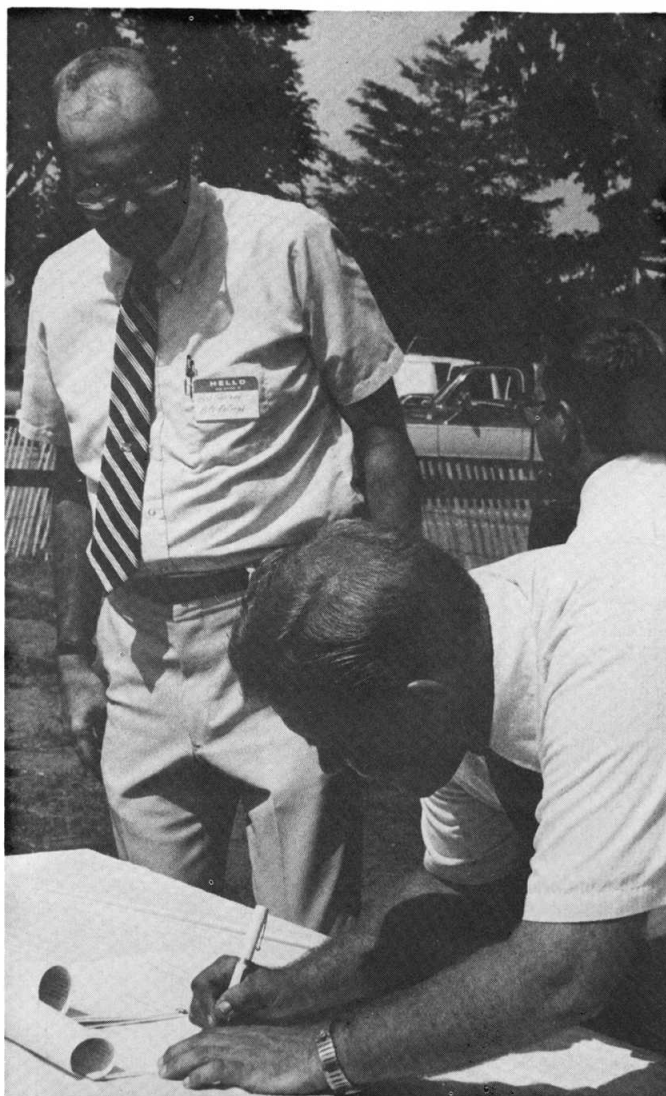
**Sandberg:** "Two pieces of rail along the line were broken by contractors installing water mains. They can be spiked back in easily. There was a general tie replacement program performed on our section of track just three years ago. The west end of the six-mile line includes 2.2 miles of 90-lb. welded rail. It is a beautiful track."

**Minnegazette:** How and when will MTM be able to access this new track?

**Sandberg:** "Track west of Duluth Junction (the westernmost end of our track) will be removed and the only access to our track will be from the city of Stillwater to Stillwater Junction (see map) on the outskirts of Stillwater. Our understanding is that we will be able to gain access to our track via the Chicago & Northwestern interchange point in Stillwater and to the old Prison switch on Saturdays, Sundays and holidays."

**Minnegazette:** Does the museum plan on constructing a museum building and/or visitor center at the new site?

**Sandberg:** "The entire six-mile line will be considered a "living museum" and no museum building is planned as of now. Boardings of trains that will operate on the line will actually take place off museum property, in Stillwater. We do not rule out the possibility of some type of building in the future, however."



**It's official! MTM president Frank Sandberg signed the title in behalf of the museum as it accepted the donation of trackage from Burlington Northern. Looking on was Bob Garland of BN. Photo by Mike Buck.**

**Minnegazette:** Will the museum store trains on the new line or sidings?

**Sandberg:** "No. We intend to keep a low profile on the line when we are not operating, much as we do at Lake Harriet."

**Minnegazette:** Will the museum build a facility there to house its equipment?

**Sandberg:** "We may build a second echelon maintenance facility at the site to supplement "on-the-spot" maintenance that must be performed during our operations there. Our primary maintenance facility will be located elsewhere—at a site yet to be determined."

**Minnegazette:** Will the museum restore railroad equipment at the new site?

**Sandberg:** "No. All restoration will be performed at our primary maintenance facility."

**Minnegazette:** Who will maintain the track and how difficult will it be to maintain that much track?

**Sandberg:** "Since it is now our track, we will be responsible for keeping it in first class condition. We do not expect maintenance of the track to be a major problem. Incidentally, our right-of-way is 100 feet wide on most of the route and 50 feet wide near the city of Stillwater."

**Minnegazette:** How do adjacent land owners feel about the museum gaining the line?

**Sandberg:** "The general reaction of Washington County has been most supportive of our desire to create a living museum at the site."

**Minnegazette:** How scenic is the route?

**Sandberg:** "We may be partial, but we feel it is one of the more scenic railroad routes in the state of Minnesota."

**Minnegazette:** How often does the museum plan to operate trains on the new trackage for the benefit of the public?

**Sandberg:** "After the line has been developed and we get used to our new surroundings, we would like to run passenger service weekends and holidays during the summer months."

**Minnegazette:** Does the museum plan to build a depot on the site or move an existing depot onto the site?

**Sandberg:** "Eventually we would like to have our own depot on the site."

**Minnegazette:** Does the museum plan to make any immediate improvements to the site such as spurs, sidings, wyes or loops?

**Sandberg:** "Yes. First of all, a siding now exists at Summit. Currently, we are discussing various options with adjacent land owners to lease enough land to put in wyes so that we can at least turn our engines around at each end of the line."

**Minnegazette:** Does the museum plan to string overhead wire on the line so that the route could double as an interurban electric line (using MTM's Mesaba Interurban No. 10 for example) as is done at some other museums?

**Sandberg:** "No. The line is intended to be a historic steam train line only. We have no more intention of running streetcars on the line than we do running N.P. steam engine 328 on the Como-Harriet Streetcar Line. We prefer to operate two distinct historic modes of transportation in our museum, each in its own natural surroundings."



MTM's 328 steam train and Rock Island commuter coaches 2604 and 2608 passed through Stillwater and along the St. Croix River on its rendezvous with MTM and

BN officials on July 22, the day of the Stillwater line donation to the museum. Photo by Mike Buck.



## 7th Annual Streetcar Company Picnic Oct. 30

All MTM members, including their immediate family members, are invited to the 7th Annual MTM Streetcar Company-style picnic to be held Sunday, Oct. 30 from 1 to 5 p.m. at the Linden Hills carbarn area of the Como-Harriet Streetcar Line in south Minneapolis. This year's picnic will be held in connection with the 1983 national TRAIN, Inc. convention, hosted by MTM.

Because of the late date, please dress comfortably, but warm. Attendees are requested to park at either the south shore of Lake Calhoun or at Lake Harriet Station and ride the streetcars, free of charge, to the picnic site. Both streetcars 265 and 1300 will be operating!

Along with the traditional bill-of-fare, participants are encouraged to bring salad or dessert donations. Also plan to bring lawn chairs for more comfortable seating at the picnic site.

**Most important: reservations are required!**

To help with food allocation planning, please contact one of the following recording secretaries to indicate the anticipated number of people attending from your family. **Deadline for reservations is Sunday, Oct. 23,**

**Lorraine Nilsen, 866-7536**  
**Ted or Jean Kane, 929-1580**  
**Bruce or Carol Brunette, 929-4732**  
**Ray Bensen Sr. 922-4706**

Also, **Mike Buck**, picnic coordinator, needs MTMers who would help in pre- and/or post-picnic activities such as area preparation, food procurement, food pick up, rental items pick up and return, area clean up and registration table. Please call Mike at 822-7559 to volunteer your services and assure this year's effort a continuation of past successes.

**Remember, Deadline for reservations is Sunday, October 23.**

**Mike Buck**  
 Vice President, Traction



Barbeque smoke again will fill the air at the Linden Hills carbarn site on Oct. 30 when MTM holds its 7th annual Streetcar Co.-style picnic in conjunction with the TRAIN Convention. Both streetcars 1300, foreground, and 265 will be operating. Photo by Mike Buck.



## N. P. Went West; CHSL Began in '71

Our members *do* read the **Minne-gazettes!** They caught a couple of our typos from the last issue.

No, the Northern Pacific Railroad did *not* lay track from St. Paul to Portland, *Maine*. If they had gone to the West Coast via Maine, N.P. would have merged a lot sooner than 1970.

The Last Spike Centennial in Cold Creek, Montana celebrated the connection across the great northwest between the cities of St. Paul and Portland, *Oregon*.

The restored Como-Harriet Streetcar Line began museum operation on August 28, 1971, not 1970.

## Charles E. Able

"A man who loved trains."

**Charles E. Able**, 53, of St. Paul, assistant vice president for operations of Burlington Northern Railroad and an MTM member, died August 8 after a 6-month illness. His death came just two weeks after BN donated six miles of abandoned track to MTM, an effort he helped to become a reality.

Most members of MTM never met Charlie Able. The few who knew him knew he was an officer at BN and somehow was involved in the Stillwater Line donation to MTM.

The Stillwater line donation was Charlie's "baby." He elected to carry the request to his superiors and lobby for it on behalf of the museum. The time he dedicated to this project was, of course, in addition to commitments of time and energy to his employer, his family and his church and, in view of his failing health, unselfishly given.

Charlie did this for one simple reason. He loved trains. That is why he worked where he did, that is why he joined the museum and most importantly that is why he labored to acquire the Stillwater line for the museum. He saw in this line a chance to make that love of trains

available to all who would be captivated by its "magical" grasp. He was not ashamed to admit he was a railfan nor did he apologize for his belief that trains and railroad history should be preserved for future generations.

It is said that the mark of success of a man's lifetime is based on the answer to a question of who he was and what he did. To us, Charlie's other accomplishments in life will always take a back seat to his successful efforts at acquiring a seemingly insignificant six miles of branch line railroad for the museum. But that insignificant piece of track marked Charlie's desire to have others share in his enthusiasm for trains. This is his legacy to the generations who follow him and for which, because of his untimely death, we were not given ample opportunity to say "Thank you, Charlie."

Charlie made his mark and all because of who he was. And when asked the question, "Who was Charlie Able?" we can best and most simply answer "He was a man who loved trains!"

**Frank P. Bifulk**  
Executive Vice President

## MTM Announces Board Changes

**Dennis Johnson**, Vice President of Public Relations, resigned from the Board after nearly 2½ years as the museum's PR man. Dennis was instrumental in the design of our current **Minnegazette** format and saw to the typesetting and printing of the publication.

Besides handling the PR for our operations at both the streetcar site and railroad operations, Dennis initiated some of the fine relationships we now enjoy with a number of railroads in this area. We thank Dennis for his fine work and hope he will continue to help the museum whenever he can.

Dennis has not been replaced as Vice President of Public Relations because nobody has volunteered to take the position. In the meantime, **Bill Campion** is assisting the Vice Presidents of Railroad and Traction with PR when needed.

**Tom Dimond**, Vice President of Restoration, resigned from the Board also. Tom will remain on the Board as a Director at Large. The duties of V. P. of Restoration are being assumed by the Vice President of Railroad, **Bob McNattin**.

The board has ammended the MTM By-Laws to exclude the position of Vice President of Restoration effective at the end of 1983. It was felt that with the reduced working space since our move from the Como Shops, that the duties of restoration would best fall directly under the control of the Vice President of Railroad.

Although Tom's time in office was short, he did a fine job setting up our new, much smaller restoration shop at the Minnesota Transfer Roundhouse. We thank him for his dedicated efforts toward continuing our maintenance and restoration under difficult conditions and hope he will continue to succeed.



A large group of members and onlookers watched the historic proceedings in Stillwater on July 22 as Burlington Northern Railroad officially donated six miles of its branch line railroad track to MTM. Photo by Mike Buck.



## Restoration News from the Transfer

As most of you know, MTM railroad restoration and maintenance has been continuing at the Minnesota Transfer Railway Roundhouse in the Midway area of St. Paul. Now under the direction of **Bob McNattin**, we find **Bob Renz** as Chief Mechanical Officer, **Ken Snyder** as Superintendent of Motive Power, and **John (Jack) Larson** as Superintendent of Rolling Stock. These people are in charge of restoration and maintenance at the roundhouse and are working hard to keep our train in operating condition and add more cars to the inventory.

For most of the summer we have had only the two Rock Island 100-seat commuter coaches to run at our railroad operations. Now under Larson's leadership, he and his fine crew expect to add the former **Great Northern 56-seat coach No. 1213** to our fleet and, soon, to be painted in its beautiful Omaha Orange and Green G.N. colors.

**Northern Pacific baggage car No. 680** has just been painted in the famous two-tone green N.P. scheme and really adds some color to the rear

of the roundhouse area. The car is presently serving as our machine shop, prepared by **Don Schlais, Bob Renz, Dick Kasseth, Orville Richter** and **Hudson Leighton**.

Soon, we hope to add former **G.N. coaches 1096 and 1097** to 1213 in receiving the G.N. colors. Those cars presently are blue and white.

Further down the priority list but not forgotten are repair of the trucks on **N.P. Triple Combine car 1102** and restoration of the **Twin Ports and B-7 parlor cars**.

If we can earn the necessary funds, many would like to see the third **Rock Island commuter car** prepared for use as well since many people enjoy these "open" cars during the warm weather operations.

As usual there is much to be done and we all need to not only visit the "roundhouse" in St. Paul, but also put in some hours regularly on Wednesday nights and Saturdays so we can continue to provide an operating railroad exhibit to the people of Minnesota.



The museum offered train cab rides to members at the train picnic in New Brighton on July 24. Janet Haviland took a ride while engineer Jim Bertrand, right, and fireman Frank Bifulk tended to their duties. Photo by Dawn Holmberg.

## Jackson Street Roundhouse Resolution

On June 14, 1983, the Board of Directors passed a resolution to seek the funds for the "feasibility study to ascertain the extent to which funds can be made available to the MTM to purchase and develop the (Jackson Street) Roundhouse site as a permanent home, restoration and display facility . . ." Further, should a feasibility study prove funding is available, the MTM Board "will dedicate the museum to actively seek the necessary funding and move to purchase the Jackson Street Roundhouse site for its home base and restoration facility."

Everyone is quite aware of MTM's pressing need for a home to serve a multiplicity of needs both for itself and the Minnesota community. If we are to grow as an organization and continue our unprecedented operating programs we clearly need this Jackson Street Roundhouse site, not only to provide MTM with the ability to carry on its operating interpretation but also provide a place to which the community can visit to learn and experience its transportation past.

I wish to applaud the board for its insight and decisiveness in passing this proposal for it reflects a recognition of our own self worth as well as MTM's value to the community, a value marked by the museum's responsiveness to the community's needs to reflect on those things and events that had the greatest effect on its development.

**Frank P. Bifulk**  
Chairman, Jackson Street  
Roundhouse Committee

## Ex-TCRT 1267 On Display

Ex-Twin City Rapid Transit Co. gate-type streetcar No. 1267 will be available for MTM members to see and board during the Association of Rail Museums (ARM) Convention to be held at the Seashore Trolley Museum in Kennebunkport, Maine from September 30 through October 3.



## Rainy Spring Drops CHSL Ridership 11%

In spite of a very wet June, operations at the Como-Harriet Streetcar Line continued daily in the 13th consecutive season at the south Minneapolis site. Ridership is down about 11 percent overall from 1982 totals as shown below.

	1983	1982
May	2774	4448
June	9432	10805
July	13796	14614
Totals	26002	29867

Nonetheless, a wealth of activities at the Como-Harriet Streetcar Line have made for a rewarding season. Right-of-way appearances continue to make for a pleasant ride. Substantial overhead trolley wire work at the William Berry Bridge, summit and archery range/trestle curves are resulting in an overall improvement of operations. Numerous detail work on board cars 1300 and 265 progressively make for either improved mechanical operations or cosmetic appearance. The garden area relandscaping has produced an alto-

gether new look to our "front yard" at the Lake Harriet Station area.

Most gratifying, however, remains the enthusiasm and positive attitude of those who maintain, those who schedule, those who cashier, and those who operate. It is you who make me look good. It is you who make the museum look better. It is you who give promise and permanence to the Como-Harriet Streetcar Line.

**Mike Buck**  
Vice President, Traction

## The Streetcar Stamps Are Coming!

On May 6 the U.S. Postal Service unveiled its design of a block of four 20-cent commemorative stamps featuring America's first major form of mass transportation, the streetcar.

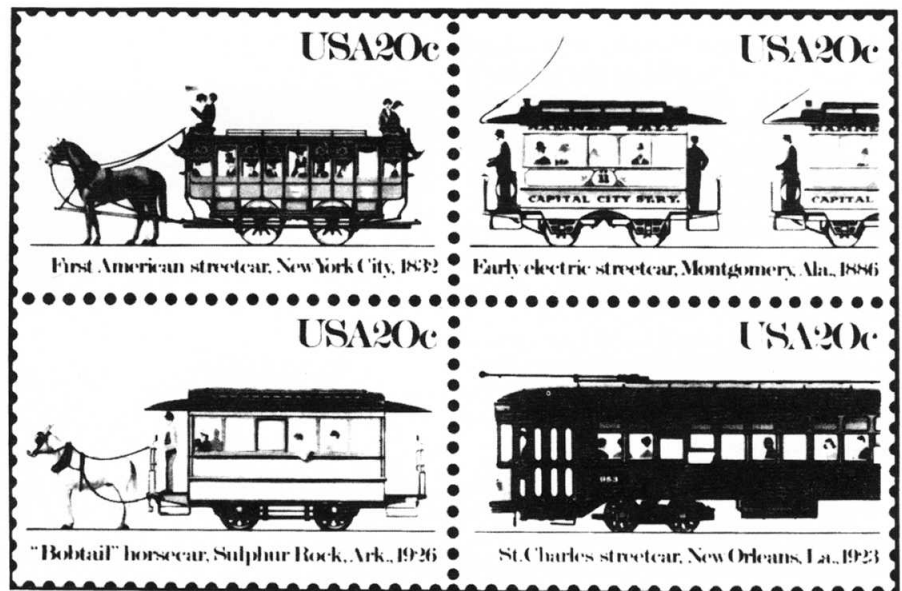
The streetcar stamps feature the evolution of the streetcar starting with the "John Mason," (upper left stamp), the first American streetcar which was an elaborate stagecoach pulled on rails by two horses. It began service on New York streets in 1832, 151 years ago!

The next stamp in the sequence (upper right) depicts trolley cars from Montgomery, Alabama, the first city in the nation to have city-wide electric transportation, in 1886. By comparison, electric streetcars did not debut in the Twin Cities until 1889.

The third stamp (lower left) features the nation's last horsecar, the "Bobtail," which operated in Sulphur Rock, Arkansas until 1926.

The final corner of the block of four streetcar stamps features the St. Charles Av. streetcar line in New Orleans in 1923, which is the world's oldest operational line. Started back in 1835, it is the only American streetcar line that has continued to use vintage streetcars to this day.

The stamps will be issued October 1 at Seashore Trolley Museum in Kennebunkport, Maine during the Association of Rail Museum's (ARM) convention. The stamps should be available at all Post Offices shortly thereafter.



Block of four commemorative streetcar stamps.

## Como-Harriet In the News

On Saturday, July 30, the Minneapolis Star and Tribune published a large story on the Como-Harriet Streetcar Line as the front page story of their "Neighbors" section. The story consumed a full page inside the section also.

Staff writer Peg Meier and photographer Darlene Pfister did an outstanding job of photojournalism in presenting the behind-the-scenes efforts that go into making the

streetcar line the top parks attraction that it is today. Also, in-depth interviews with several members revealed the reasons why they joined the museum and why they volunteer their time and labor.

Interviewed and/or pictured in the eight-photo story were Bill Graham, Larry Schreiber, George Isaacs, Loren Martin, Mike Buck, Harold Dalland, Gene Corbey and George Obermeyer.

# 1983 Railroad Operations—The Midpoint

Prospects for railroad operations in 1983 looked very bright to start the New Year but were dampened considerably when the condition of our equipment and the amount of qualified volunteer labor was checked. It seems that lots of operating opportunities are available but we must operate only at that level which we are capable of handling.

After finding that virtually our entire passenger fleet was "red flagged" for one reason or another, the Board decided to have the two Rock Island cars (the two largest capacity cars in the fleet) fixed by Maxson Corp. in St. Paul. The cost was high, especially to a group used to volunteer labor, but we did get two very serviceable cars seating a total of 200 passengers in time (barely) to run at New Brighton on June 25 and 26.

Besides our car problems, we had the problem of finishing the winter's restoration work on our steam engine, ex-N.P. 4-6-0 328. It was not ready for National Transportation Week in May, but thanks to some very dedicated work by **Ken Snyder, Orville Richter, Richard Kasseth, "Zeke" Fields, Frank Bifulk, Don Schlais** and a host of others, the engine was ready (barely) for New Brighton. Most of the work involved a complete rebuilding of the valve gear from the Johnson bar to the valves themselves, in all areas not done in previous years.

As a result, the operation of the valves is very "square" now compared to last year, and the engine steams a lot better and is more powerful. A sideline benefit is that the fireman's job is easier and we burn less coal and water.

## New Brighton

The operation at New Brighton on June 25 and 26 was a success even though we had a smaller number of riders than some of our previous operations there—a good thing as we could only seat 200 passengers per trip. We operated out of the cul de sac at the pole yard this year and ran to Locke Park and back on each trip.

## NSP-Milwaukee Road

The Milwaukee Road has removed one of their two tracks running on the short line from St. Paul to Minneapolis so that a steam line can be run from the Northern States Power High Bridge power plant to the Champion Paper Plant in the Midway. To celebrate the beginning of construction on the steam pipe line, NSP, The Milwaukee Road and Champion Paper chartered our train consisting of steam engine 328 and two Rock Island commuter coaches on July 13 to run up and down the hill to view the construction and take VIPs on a tour of the Champion Paper Plant.

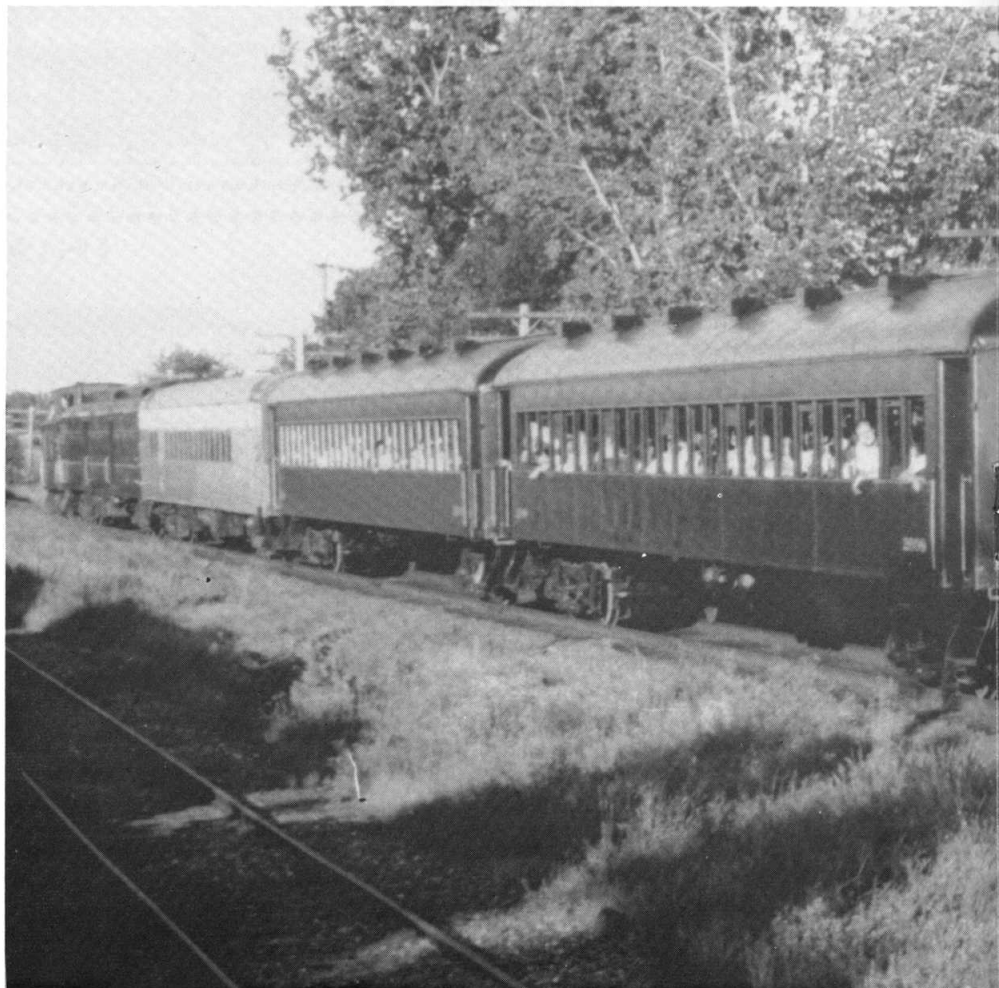
Our train made two complete round trips up and down the hill with nearly 200 VIPs each trip and the train was wye'd at each end. One of

the trips carried many politicians including Minnesota Governor **Rudy Perpich**. It was one of our smoothest operations in our young history of railroad operations and surely impressed all who witnessed it.

## Stillwater

The 328 steam train operated at Stillwater for Lumberjack Days on July 16 and 17. On the previous Friday, July 15, the 328 train left the Minnesota Transfer Roundhouse for Stillwater with the two Rock Island commuter coaches in tow along with the rider/baggage tool car, G.N. coach 1096 along to provide restrooms and soda water dispensing and an N.P. caboose.

We also had a host of MTM members who showed up to ride the



The New Brighton Special was sailing along at full speed just after it passed over

trip to Stillwater. The run over the Chicago and Northwestern trackage went well with reports of speeds up to 40 mph and a water stop at Lake Elmo. At Hudson, our intrepid engineer, **Frank Bifulk**, ran into some problems while trying to run the train around the wye.

Rain had made the track wet, the sanders weren't working real well and, unknown to Frank, the east leg of the wye was almost a 2 degree grade on a very sharp curve. After much trying, slipping and trying again, old 328 took a long run at it at speed (somewhat) and managed to make it.

The operations for the public on Saturday and Sunday went very well with the run from the south side of Stillwater down to Bayport and return. Again, our 200-seat train was up to most of the demands of the public. The train laid overnight and during the following week at the Alan King Power Plant at Bayport.

## BN Donation Run

On Friday, July 22, the engine was fired up and the train ran to Stillwater to participate in the ceremony celebrating the Burlington Northern Railroad turning a portion of their Stillwater branch over to MTM. After the ceremony, our train carried the honored guests and MTM members on a run up the hill on the Stillwater Branch as far as the hole in the tracks about ½-mile west of the Highway 5 bridge — the western point on the line where we stopped in the past while running operations on the branch.

The two 50-foot gaps in the track are to be repaired this fall and the next time we run at Stillwater we should be able to run all the way to Duluth Junction, the end of our property. The inaugural run on our new line was indeed most enjoyable for all who took part and was certainly only the first of what should prove to be many exciting trips over the line.

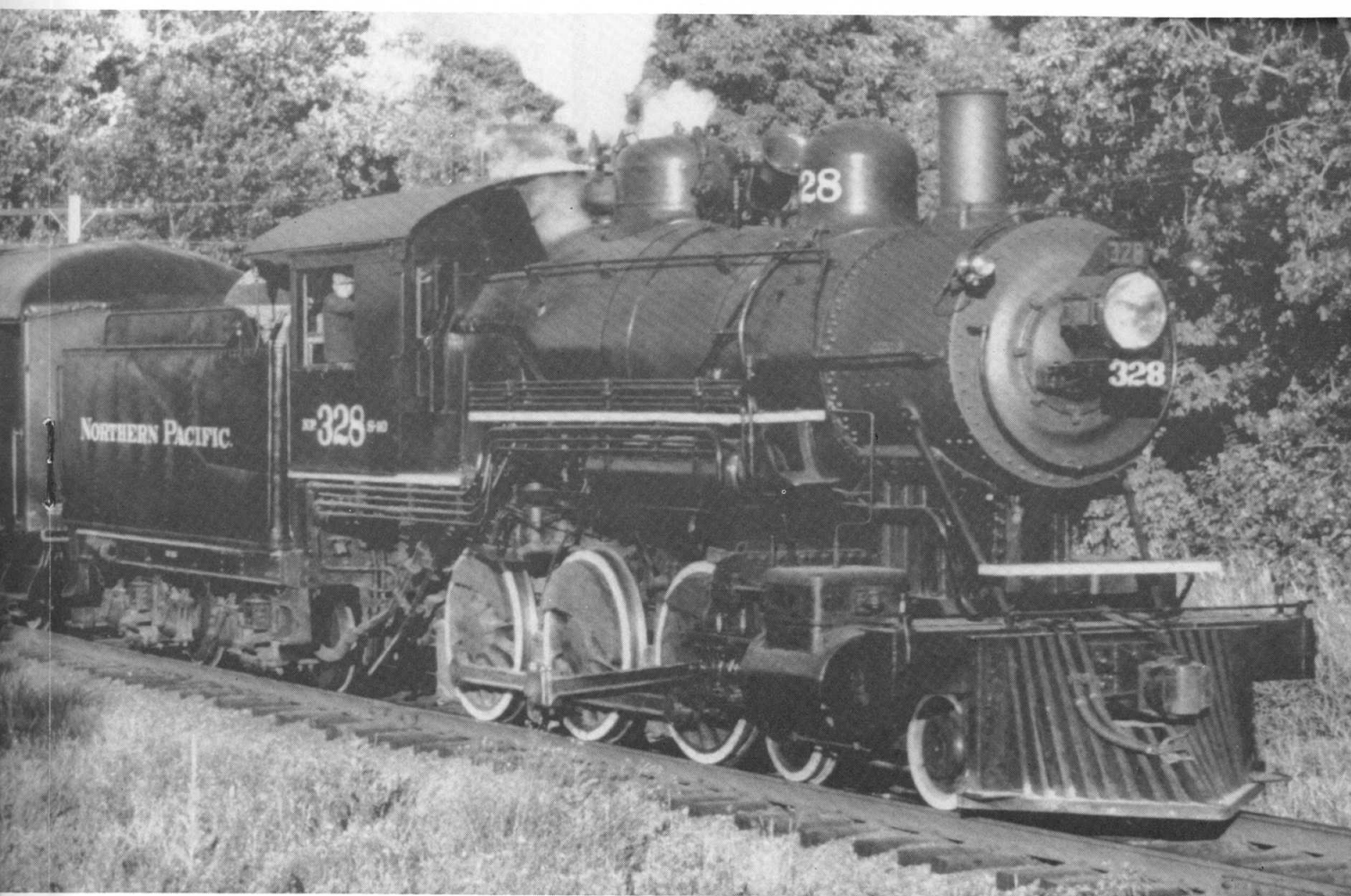
## Bayport Picnic

On Saturday, July 23, our train was chartered by the Anderson Window Company of Bayport for their annual company picnic which went well. Late in the afternoon, MTM members were able to ride the train on its trip back to St. Paul via Hudson, Wisconsin.

## Railroad Picnic

On Sunday, July 24, the Railroad Division of MTM held its first annual Railroad Division picnic at the Stockyards in New Brighton. Once again our train was the star attraction, as we invited our friends at the Minnesota Transfer Railway to be our guests. An enjoyable afternoon was had by all. Besides the ride on the train from St. Paul to New Brighton, a number of runs were made at the Stockyards.

As this **Minnegazette** went to



over Rice Creek on its westbound trip on the last run of the day on June 26. Photo by Bob Ball.



press in August, our train equipment was continuing its maintenance and restoration at the Transfer in preparation of the following operations scheduled for late this summer and fall.

## Northfield

On September 9, the train was scheduled to run to Northfield, Minn. to participate in the Defeat of Jesse James Days. It was to provide train rides for the public in Northfield on Saturday and Sunday, the 10th and 11th and return to St. Paul on Monday, the 12th.



MTM members boarded passengers on Rock Island cars 2604 and 2608 at New Brighton on June 25. Photo by Dawn Holmberg.



The 328 steam train was approaching Lake Elmo for a stop to take on more water as it was returning from an excursion to Bayport on July 23. John Winter was the engineer on this trip. Photo by Bob Ball.

## Lilydale

On Saturday and Sunday, Oct. 1 and 2, the 328 steam train will run a "fall color special" at Lilydale (near downtown St. Paul) for the public with a possibility of a special excursion to Savage or Shakopee during the weekend.

## Stillwater Charter

On Saturday, Oct. 22, our train will be chartered by a private group to run from St. Paul to the Freight House Restaurant in Stillwater.

## TRAIN Convention

Finally, on Saturday, Oct. 29, our train, with possible additional private cars from the TRAIN Convention will operate one excursion in the Twin Cities area for TRAIN Convention attendees. There is the possibility of this tour being a double-heading. With the cooperation of the Mid Continent Railway Museum and the Chicago and Northwestern Transportation Company, their ex-C&NW 4-6-0 steam engine No. 1385 may operate in a double-heading with our 328.



Engineer John Winter paused for a glass of water in the hot cab of steam engine 328 during New Brighton operations. Photo by Dawn Holmberg.



Passengers enjoyed the openness of MTM's windowless Rock Island coaches at New Brighton. Photo by Dawn Holmberg.

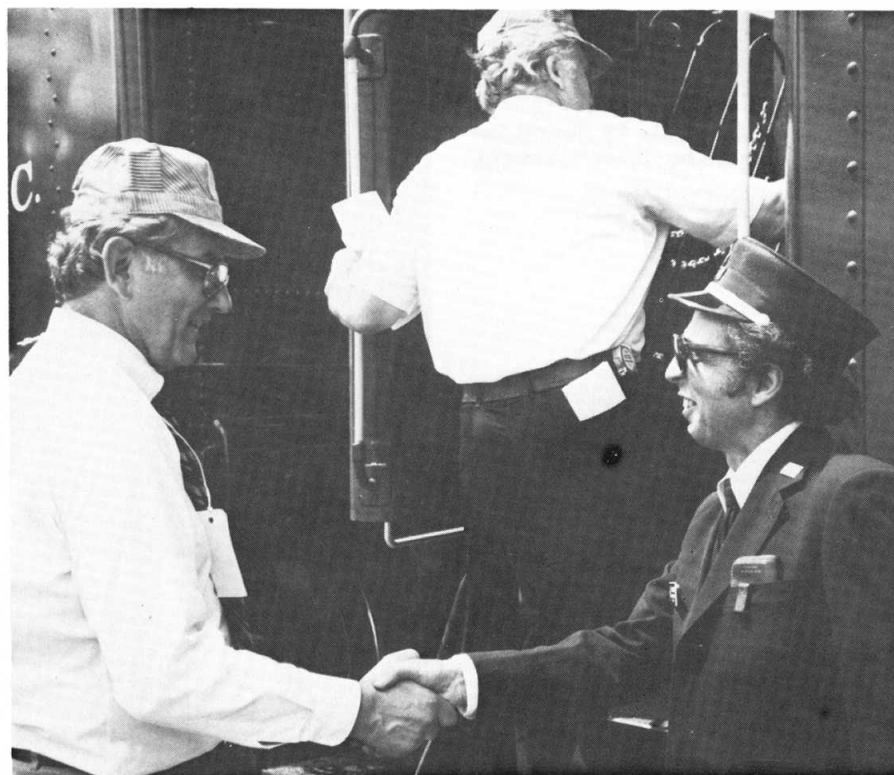
Now is the time to either secure a position on the crew of the train (trains?) or register for and attend the convention. The Railroad Division is moving as fast as it can with the limited opportunities we have to train members to run our operations. We need the continued support of our membership to keep things moving.

Please contact **Ken Snyder** at 926-5755 for scheduling as Engineer, Fireman, Conductor, Brakeman, Car Knocker, Wiper, Electrician, Engine Watchman or as a trainee for any of the named positions.

Contact **Dave Fritz** at 698-4480 for scheduling as Car Host, Platform Attendant, Ticket Sales Person or Crossing Guard.

According to our Treasurer, **Grant Arneson**, our earnings so far this season have only been enough to pay for about half of the money spent to get our Rock Island cars ready for the operating season. Let's hope that with all our help, the last half of our operating season will be much more successful than the first half.

**Scott Heiderich**  
Museum Reporter



MTM conductor Phil Epstein welcomed Minnesota Governor Rudy Perpich aboard the special NSP-Milwaukee Road-Champion Paper Co. charter train on July 13.



Governor Rudy Perpich visited the cab of MTM's ex-N.P. 328 steam engine. Photos by Bill Campion.

## Express Boat Lamps For MTM

Bill Curry, our old friend and long-time MTM member, is sick and tired of grass that is green only five months a year. After spending around 80 winters in Minnesota, he figures that the coming one promises little inspiration, and so he and Eleanor are moving to Florida. It should happen to all of us!

Over the years, Ben has helped protect MTM's endeavors from insolvency. He is a discerning collector of railroad artifacts, which he has shared with us. The bell and marker lamps which grace Engine 328 came from Ben, rescued from another NP engine of long ago. He called me in August to ask whether MTM would

look after a few more things which he felt should stay in Minnesota.

Among them are original Pennsylvania Railroad calendar prints from the 1940s, some long out-of-print books on engines and equipment, and personal documents of Mr. Wharton Smith, a St. Paulite who acted as Chicago Great Western receiver back in 1908.

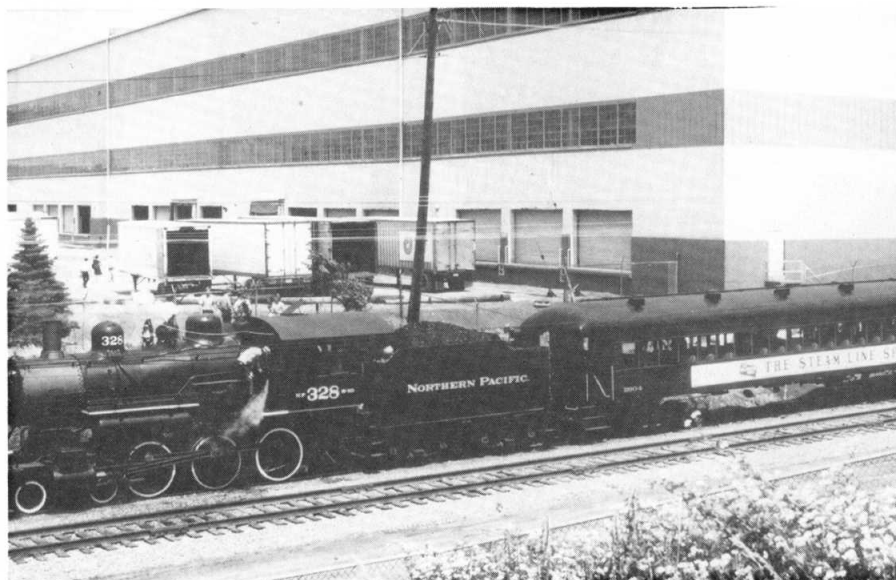
The centerpiece of Ben's care package, though, is a pair of running lamps from a Twin City Lines express boat on Lake Minnetonka, a red lamp for port side and a green one for starboard. They should finish off our displays in the future Lake Harriet Station building. He bought them for \$1 from the stores department at Snelling Shops in 1932.

Ben intends to remain a museum member, and he plans to visit us next summer. Let us wish him and Eleanor well, with thanks for his generosity over the years.

Bill Graham



MTM 328 steam train crossed Oneida St. in St. Paul on July 13 during the NSP-Milwaukee Road-Champion Paper Co. charter. Photo by Dawn Holmberg.



N.P. 328 steam train with two Rock Island coaches in tow (carrying special banner) at the Champion Paper Co. plant during the NSP-Milwaukee Road charter on July 13. Photo by Scott Heiderich.



Fireman Orville Richter in the cab of 328 at New Brighton. Photo by Dawn Holmberg.



## New Museum Reporter

As the museum has grown and its activities have multiplied, it has been increasingly difficult to capture all the news of goings-on within the museum. Members ask why there isn't more news about this or about that in the **Minnegazette**. To that end I have asked **Scott Heiderich** to become our official museum news reporter. Scott, a long-time member and former MTM officer, is seen everywhere in the museum and knows what's going on as well as anyone.

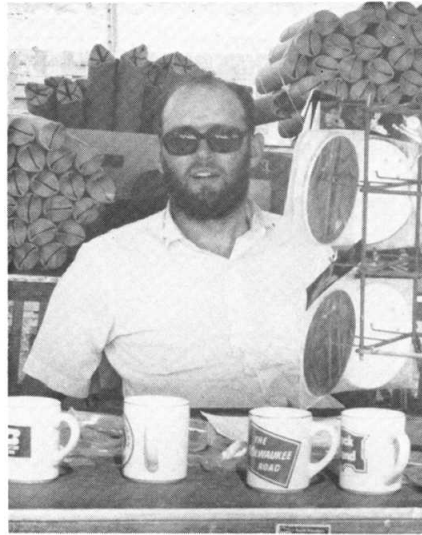
Also, some V.P.'s are too busy keeping up with their growing duties to have time to write about the internal happenings within their divisions. Again, Scott is willing to take the time to send me a few reports concerning operations, who's doing what to which piece of equipment and other events that he attends.

An example of Scott's perserverance was evident the day MTM received the Stillwater line from BN. To get the beautiful pictures that appeared in this issue, Scott, a part-time school bus driver, chased the 328 steam train to Stillwater in his 72-passenger school bus (empty) and managed to get some fly-by shots.

In essence, every member is a museum reporter. We welcome news articles from every member and will continue to do so. But in the absence of such articles, Scott will supply me with current events information. You

can continue to send stories to me as usual. Any verbal information can be conveyed to Scott if you wish. Scott prefers not to have his name credited with every story of his that appears in the **Minnegazette** but many future news articles, including some in this issue, will be written by Scott. Thanks for the helping hand.

**Fred Rhodes**  
Editor, Minnegazette



**Tom Neuhaus performed another important money-making MTM function at the museum's New Brighton operations on June 25 — selling beads and trinkets in the souvenir booth. Photo by Dawn Holmberg.**



**MTM's N.P. 328 steam train proudly carried VIP's on its newly-donated Stillwater line just west of Highway 5 shortly after the transfer of title ceremony on July 22. Photo by Scott Heiderich.**

## "Toy" Trolley Provides City Transit Links

Not always listed in APTA or UMTA statistics, several short transit lines are providing service on essential segments of their cities' systems while at the same time serving as tourist attractions for visitors. These include Detroit's Washington Street-Renaissance Center-Cobo Hall trolley (using Portuguese single-truck narrow gauge cars); Seattle's Route 99 Alaskan Way trolley; Fort Worth's Tandy Company trolley (a free service connecting parking with a downtown department store, using PCC cars); and the Como-Harriet Streetcar Line in Minneapolis, a weekend-and-evening museum line which serves a transit purpose by connecting band concerts at Lake Harriet with an MTC bus stop on Lake Calhoun, a mile away.

Although these lines are short, and are frequently not part of the public system, they complement existing lines as well as providing "local color" for tourists. Similar public-and-tourist functions are provided by the San Diego Trolley, San Francisco's cable cars (now on sabbatical), the Lookout Mountain Incline Railway, Pittsburgh's inclines, and the Staten Island Ferry. The public relations value of these lines (and of more conventional lines such as the DC Metro and Dallas/Fort Worth Airport's AIRTRAIN), is important in attracting new riders to transit generally.

Reprinted from "For The Ride," a bi-monthly publication of NATCO, The National Association of Transit Consumer Organizations, a national network of transit consumer and advocacy groups that supports improved transit facilities.



# The Restored Como-Harriet Line – How it All Began

*Ed. Note: In the last issue of the **MinneGAZZette**, we noted the 20th anniversary of MTM as a passenger hauler. Although the restored Como-Harriet Streetcar Line began museum operation in 1971, MTM members operated ex-TCRT streetcar 1300 in the yards of the Minnesota Transfer Railway in St. Paul for several weekends in the summer of 1963 until the swarming foot traffic in the yards forced an end to the operations until a permanent site for 1300 could be found. However, the eight years between museum operations at the Transfer and at Lake Harriet were busy ones for many members, particularly **Paul Joyce** — father of the “Lake Harriet Trolley” — where the action began!*

It was a cold winter of 1964-65 when **Paul Joyce**, now a commissioner with the Metropolitan Transit Commission, “hatched” the crazy idea of the “Lake Harriet Trolley.” Joyce, a transit officianado and rider since childhood, in Canada and New York in the 1940s and in the Twin Cities in the early 1950s, spotted a preserved streetcar — No. 1300 — saved by a small band of rail fans in 1954, on a siding at the Minneapolis-Moline plant in Hopkins in the mid-1960s. The car was the last, intact remnant of the once-sprawling 523-mile, 1200-car system of the Twin City Rapid Transit Co. metropolitan area electric streetcar system which had been converted to buses in the mid-1950s.

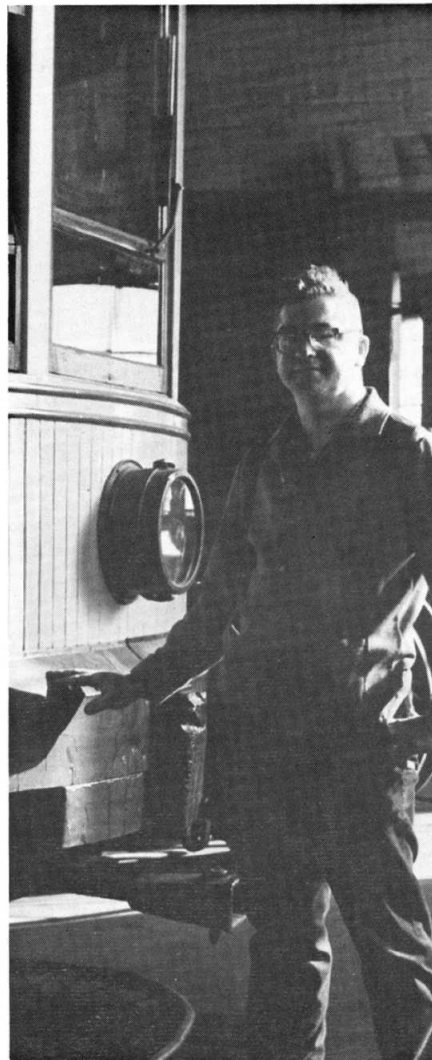
Joyce, a local business exec with Red Owl/Snyder, began a long, arduous exploration of what remained of the now long-abandoned system, to determine if a portion of it could be revived. Now, many static display proposals had been made in the years previous—to no avail.

Joyce’s idea was active—bring the streetcar back, certainly for history and nostalgia, but on a previously existing route—a full restoration, reactivation, the segment of the streetcar system.

The thought here was to establish it on a piece of turf where it had once operated—as a working, recreation/-restoration along the densely traveled routes of yesterday. To be avoided at all costs was some static display, dead, lifeless, and musty-smelling.

The Como-Harriet route was a classic one. Como-Harriet was one of the very earliest streetcar-rail routes, dating from the 1870s, and continuously active until 1954 when the lines were shut down. Curiously enough, the Como-Harriet right-of-way, originally operated as a dummy narrow-gauge line of the Lake Calhoun-to-Minnetonka route (3-foot gauge), predated even the San Francisco cable cars.

It was later converted to standard gauge and electrified from downtown Minneapolis all the way to the shores of Lake Minnetonka. It was the high speed route of the TCRT.



**Paul Joyce stood in front of car 1300 at the Minnesota Transfer Railway in St. Paul prior to the move of the car to Lake Harriet in June 1971.**

In drafting and researching the hypothetical project, Joyce found that a substantial portion of the old right-of-way from Linden Hills Boulevard through the Lake area to 36th Street, minus a small realignment at Lakewood Cemetery, was still intact. Albeit the rails were torn up in '54, and the right-of-way was choked with weeds, poison ivy and garbage, but it was still intact. This was largely due to an original proviso of the right-of-way charter in the late 1800s which stated that should the rail line be abandoned/cease to exist, the right-of-way would revert to the adjoining park immediately. This happened in 1954.

In the winter of 1966-67, Joyce privately determined; a) the right-of-way was available, b) car 1300 was statically preserved. It was a wild idea but the ingredients were there. Now, how to weld the people together to bring the whole thing to fruition?

Joyce drafted a base specification for the line and general proposal for restoration. He then met with a few key members of the early MTM at the house of MTM historian **Russ Olson** in 1968 and made the pitch.

The reception was unanimous—we’d make a try as wild as it sounded. Subsequent meetings were held with the park board officers and, while skeptical, they were open to the idea. All of them had heard various kinds of hair-brained proposals like this in the past, none of which came to fruition. However, what was there to lose? Certainly, one of the principal supporters of the whole idea from within the Park Administration was a young, knowledgeable, creative Park Board Chief—Lou Krutscher. He liked the idea.

Joyce, by now MTM publicity chief, began the publicity blitz—Barbara Flanagan, TV, newspapers, speaking engagements, “tons” of promotional literature, sent out to all points of the compass—to raise money and support for the project. Many unsung artists and printers bear credit for their fine support of the project, without compensation.

In the years that followed, progress defied the imagination. MTM members rose to the occasion, the Lake Harriet Trolley made its inaugu-

ral run on August 28, 1971 to the amazement of all detractors. The hard work and determination of many had prevailed.

In the mid-1970s, after the trolley was well underway, the MTM determined that an additional car to operate the line was desperately needed. All eggs were in one basket with the antique car 1300 and occasional breakdowns had proven that the line was vulnerable without a backup car. During the cold and snowy months of an early 1970s year, an intrepid band of MTMers set out to survey several TCRT-built cars which had been retired to the woods over the past 40 years as possible restoration candidates.

Let's face it; when you are looking for a streetcar in the 1970s, and especially one that was TCRT-built, because the line was to be operated with that kind of equipment, the number of options were very limited.

The only other Twin Cities streetcar still intact reposed at the Seashore Trolley Museum on the East Coast and its members were unable to return the car to the Twin Cities. The only other option was to rebuild from the ground up.

Out of the winter safari, a few prime candidates surfaced.

In the summer of 1971, Joyce and wife, Kay, sons Mark, Pat and Dan, traveled to Solon Springs, Wisconsin—site of Duluth Street Railway's car 265. That car had been retired in 1939 in the twilight of DSR—Twin Ports Railway operations, and had become a lake cabin in Solon Springs.

What made this car attractive was that it was an original Twin City Lines Snelling-built car, circa 1915. It had operated on Twin Cities streets following its building (originally as car No. 1791) but, before the first World War, had been shipped to Duluth to relieve a transportation equipment shortage there. It never returned.

Relatively unchanged and undamaged in the cool northern environment for 40 years, 265 was structurally sound—even had its original colors, markings and interior—plus cribs, rollaway beds and other accouterments.

The Joyces drafted their proposal to the MTM board, and the car was subsequently approved as an acquisition,

and was moved to Como Shops where the arduous restoration began.

As is well known now, the quick and dirty restoration that was anticipated in the early 1970s became instead, a meticulous nine-year rebuilding which has produced the superb car now operating on Como-Harriet.

In 1979, MTMer Joyce began a wholly new role as Commissioner, District F (western suburbs, Hopkins, Plymouth, Wayzata, Minnetonka, Eden Prairie, Edina, Bloomington, Richfield) for the Metropolitan Transit Commission.

Foremost in his tenure was removal of the fixed railway prohibition in the Metro area policy plan, standardization of the efficient articulated bus, renewed LRT efforts, simplification and reorganization of the MTC structure and inauguration of four new or rebuilt MTC operational facilities, not to mention commencement of the MTC's new Northside facility and home office base.

It's a long way from 1966-67 to 1983, but Joyce has had a lot of fun doing it all.

"Moving people can be a lot of fun, and looking back to that cold winter in '67 when I hatched that crazy idea about restoring a trolley line," Joyce mused, "If I ever worked that hard to bring something together for private industry, I'd be a wealthy man today, but it all was worth it. We had to motivate an awful lot of people and they rose to the occasion and the dream became a reality. Today it's there for all the people of the Twin Cities and the state of Minnesota to enjoy."

But an idea is only an idea and it takes hundreds and hundreds of people to get behind it and make it work. "I think the real salute goes to those people that actively supported that wonderful dream, and a special thanks to that small band of dedicated workers that go out on the line on weekdays, weekends, weeknights, and make it all happen," said Joyce, "they are a wonderful bunch and I am very proud to have been part of it all, even if it was a small spark part that I played in it."



N.P. steam train 328 explored a portion of its scenic new line on July 22. Here, the train is just east of the Highway 5 bridge. Photo by Scott Heiderich.



# City, State Approve LRT Line for Hiawatha Av.

Streetcars are coming back to the streets of Minneapolis!

Hiawatha Avenue, a street that never has seen streetcar service, will get the first light rail transit (LRT) line in the Twin Cities. Local groups, agencies, the city and the state have ended 20 years of discussion and have agreed on what to do with the city's most direct route to MSP International Airport. All have agreed on a plan for the design and construction of a four-lane arterial and LRT line along Hiawatha Av. between downtown Minneapolis and the airport.

The plan, one of five options for the avenue that also included a do-nothing and no-LRT options, was unanimous—all parties insisted that LRT be part of any upgrading of the long-neglected avenue.

Land was cleared more than 20 years ago along the west side of Hiawatha from Lake St. to Minnehaha Park for a freeway that was never built. Major objections to the freeway included its below-grade and limited-access features and its route through Minnehaha Park that would have separated the park from neighboring Longfellow Gardens. The arterial and LRT will solve this problem with a unique solution.

They will pass the park at grade, but a concrete and earth landbridge will be built over the roadway and tracks connecting the two parts of Minnehaha Park. Minnehaha Creek will pass under the roadway and tracks.

The arterial will be built virtually on the same 4-lane street it is on now, but it will be wider with left hand turn bays included every few blocks and continuous right-hand turn lanes for businesses on the east side of Hiawatha. The LRT will be built on the cleared land on the west side of Hiawatha. However, the LRT will run on the east side of Hiawatha north of Lake St. to downtown. To avoid traffic congestion, the LRT will switch sides of the street by crossing diagonally under Hiawatha Av. at Lake St.

The LRT also will be elevated at 62nd St. to cross over the Crosstown Freeway. Otherwise the LRT will run at grade along, but separate from, Hiawatha on its own right-of-way.

The LRT will enter downtown on S. 4th St., pass the Metrodome, turn left onto Portland Av., right on 5th St. and proceed through the loop on 5th, across Hennepin Av. to 1st Av. N. where it will make its "U" turn for the trip outbound using 6th St., Park Av., 4th St. and Hiawatha.

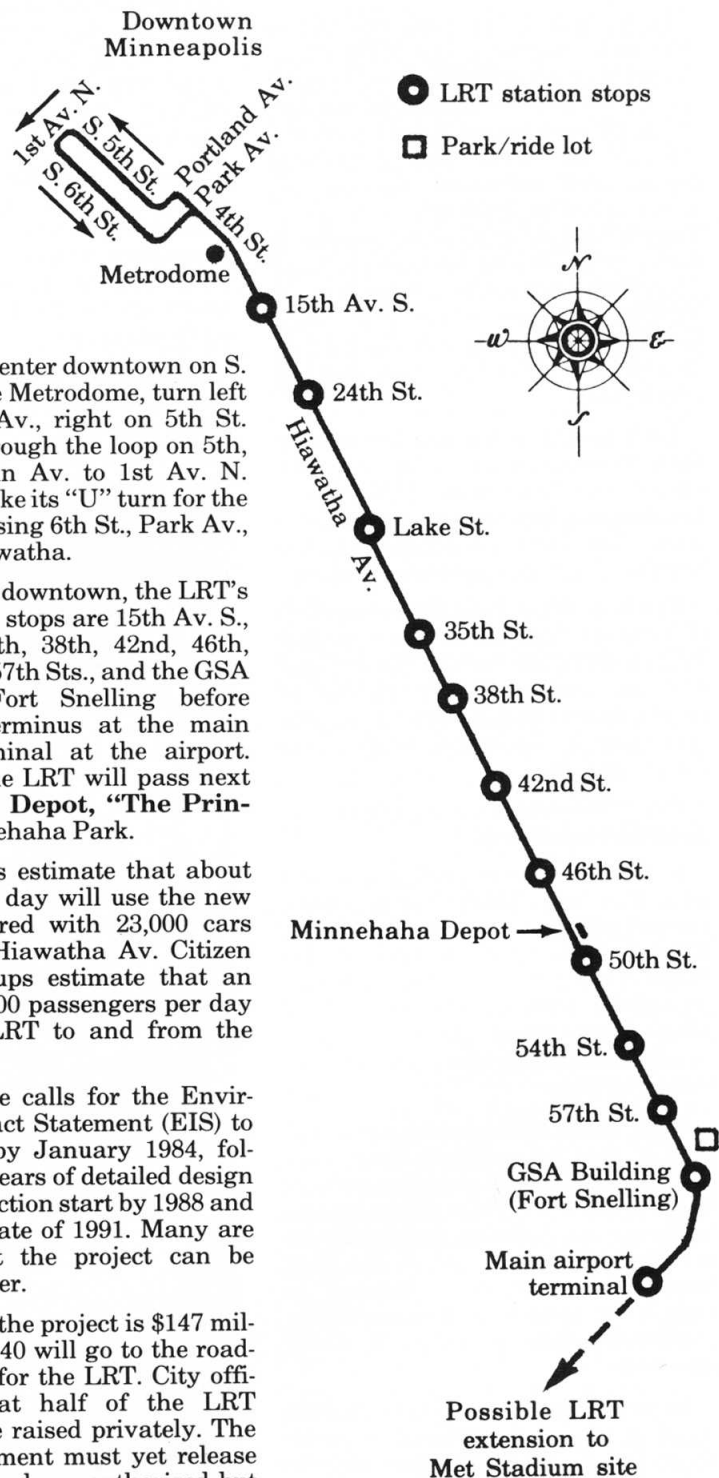
After leaving downtown, the LRT's planned station stops are 15th Av. S., 24th St., Lake, 35th, 38th, 42nd, 46th, 50th, 54th and 57th Sts., and the GSA Building at Fort Snelling before reaching its terminus at the main passenger terminal at the airport. Incidentally, the LRT will pass next to **Minnehaha Depot**, "The Princess," at Minnehaha Park.

City planners estimate that about 40,000 cars per day will use the new arterial compared with 23,000 cars that now use Hiawatha Av. Citizen task force groups estimate that an additional 58,000 passengers per day will ride the LRT to and from the airport.

The timetable calls for the Environmental Impact Statement (EIS) to be completed by January 1984, followed by four years of detailed design work, a construction start by 1988 and a completion date of 1991. Many are optimistic that the project can be completed sooner.

Total cost of the project is \$147 million of which \$40 will go to the roadway and \$107 for the LRT. City officials hope that half of the LRT funding can be raised privately. The federal government must yet release funds that have been authorized but not appropriated for the roadway and LRT.

Additionally, extension of the LRT from the airport to the Metropolitan Stadium site in Bloomington will receive further study.



# Reflections on the Interurban Line — Part 1

*Ed. Note: The Minneapolis-St. Paul Interurban streetcar line story that appeared in the May/June **Minne-gazette** prompted member **Robert E. Cumbe**y of Evanston, Ill., a former resident of Minneapolis during the heyday of the Interurban, to write a 16-page letter to the editor. As a rider and observer of the Interurban line, Mr. Cumbe>y probably knew more about the operations of the Interurban line than many of the TCRT employees. We will try to bring you many of his observations in this and subsequent issues.*

Many thanks for running your very interesting series on various streetcar lines in Minneapolis and St. Paul. These articles stir many fond memories of my experiences on them in the 1930s and 1940s and reveal much detail about the earlier years which are of particular interest to me. I especially enjoy the early photographs and noting the assignments of cars in those years before I became most familiar with their operations growing up as a young boy in Minneapolis.

I was an almost "everyday rider" on the Interurban line while attending the University of Minnesota in 1943 and again in the years 1946 through 1948. As great as the frequency of my rides on the Interurban was, the length of each ride was quite short. My customary ride was between a transfer from or to the **Minnehaha-Fort Snelling** line at 15th Av. S. and Washington (sometimes called Washington Square or Seven Corners) and 17th Av. SE. and Washington in the heart of the University campus, a distance of about half a mile.

Having 8 o'clock classes on the campus, I always rode the Interurban line during the height of the morning rush hour. The headway between cars was only a minute or two and the cars were loaded to capacity, particularly during the severest winter weather.

During my university years the Interurban line was equipped with both the gate cars and the rebuilt one-man/two-man cars, although all weekday service was with two-man cars. Beginning in December 1946, the first of the 300-339 PCC series, along with the older 299 PCC car, took over many of the basic runs. The PCC cars also were operated with two-man crew on the Interurban line.

I remember one particularly stormy winter morning in 1943 when the snow was deep enough to cause the cars to fall behind schedule. Our northbound **Minnehaha-Plymouth** car arrived at Washington Square off Cedar Av. OK but there were throngs of people already on the island between the tracks curving off Cedar Av. and the Interurban tracks curving around the jog in Washington Av. toward St. Paul. But there were no eastbound **To St. Paul** cars in sight. On the other hand I counted 12 westbound **To Minneapolis** cars going by one right after the other.

The starter at Washington Square flagged down car 1358, a gate car in the lineup headed west with **To Minneapolis** signs, unloaded its passengers and squeezed them aboard other westbound cars, and then had 1358 back up across 15th Av. S. and head around the lead off the northbound Cedar Av. track onto the eastbound Interurban line track. The destination signs were changed to **Univ. to Snelling** and we clamored aboard an empty car for our ride to the campus.

My 8 o'clock class then was college English in Folwell Hall on the opposite side of the campus from Washington Av. and I was afraid I would be late to class, but my English instructor was on 1358 with me, so I guess it was all right that morning to be late to class.

I can remember another bitter cold winter morning vividly. It was bright and sunny but windy and subzero. The usual throngs of people were on the island in Washington Square when 1486, another gate car, pulled up with **To St. Paul** signs. The crowds were so heavy I could get up only to the bottom step on the open back platform. The gates closed behind me and we were off.

The cars always moved at a very restricted speed (about 10 mph) across the narrow, high Washington Av. bridge over the Mississippi River. The Washington Av. bridge must have been about three city blocks long. How the wind did howl as we crawled slowly across that high bridge over the river. I was still on the bottom step of the back platform when we got up to the top of the hill near 17th Av. SE. The conductor never did get my transfer that morning.

Immediately following World War II with the return of the GI's such as myself, enrollment at the University of Minnesota swelled, I believe, to a figure of 42,000 students. Traffic on the Interurban line must have reached record proportions to and from the campus during those immediate postwar years and this stretch of line must have had one of the highest traffic densities anywhere on the TCRT system.

TCRT responded to this service demand by running 14 or more Interurban "extras" during the morning rush hour and 7 or more such extras during the afternoon rush hour. Many of the rides to and from the campus were aboard these Interurban "extras" which filled in between the regular and rush hour runs on the Interurban, all of which were assigned from Snelling Station in St. Paul.

According to the wealth of data in **Russell L. Olson's** exceedingly comprehensive "*The Electric Railways of Minnesota*" and *Interurbans Special No. 14, "Electric Railways of Minneapolis & St. Paul,"* 57 regular Snelling Station cars were on the Interurban line plus 14 "extras," for a total of 71 cars during the morning rush. During the afternoon rush, 67 regular Snelling Station cars were on the Interurban line plus 7 "extras" for a total of 74 cars.

This was within one or two cars of the number of cars on line in **Chicago-Penn-Fremont** service which had the largest number of cars on line during rush hours. However, **Chicago-Penn-Fremont** had a longer total distance (13.71 miles) compared with the Interurban (10.36 miles) so that at peak hours there were on average between 5 and 6 cars per mile on **Chicago-Penn-Fremont** and 7 and 8 cars per mile on the Interurban.

During the afternoon rush, Snelling had 142 cars in service in all of its lines and 67, or almost half of them, on the Interurban line.

The operation of the Interurban "extras" was very interesting. Lake Street, North Side, and East Side Stations filled in with these runs which connected downtown Minneapolis and the University campus between the regular Interurban cars. The nearest wye to the campus on the Interurban was at Emerald St. the

city limits, so that Interurban extras continued on past the campus to the top of the long University Av. hill in southeast Minneapolis.

Cars from Snelling Station which wyeed at Emerald St. carried **City Limits** on their destination signs, but cars from Lake Street, North Side or East Side had no signs on their destination sign roll for Interurban service. The Interurban "extras" had their destination sign rolls turned to the very top or bottom with plain white canvas showing with no lettering. "Extras" carried a windshield placard in the motorman's car window next to the front door.

The morning Interurban "extras" from Lake Street Station first went to the south terminus of one of the Lake Street Station's lines which reached downtown Minneapolis via Washington Av. These cars made an early inbound trip carrying **Loop** signs approaching downtown via Washington Av., 4th Av. S., 3rd St. and crossed over on 1st Av. N. to 5th St. to become an Interurban "extra" on a trip to the campus via 5th St., 5th Av. S. and Washington Av.

The Lake Street Interurban "extras" did not wye at Emerald St. but returned to Lake Street Station by continuing east in St. Paul on University Av., turning south on Snelling Av. by pulling through the Snelling

Station ladder track, and turning west on Selby Av. to reach home via Selby, Fairview, Marshall and Lake Street to the station at 21st Av. S.

Lake Street Station's Interurban "extras" were normally one-man. During my "campus days," I caught a number of Lake Street Station's one man/two man cars as an Interurban "extra" at Washington Square, among them being 1208, 1237, 1437, 1482, 1534, 1615, 1619, 1671, 1681, 1696 and 1830.

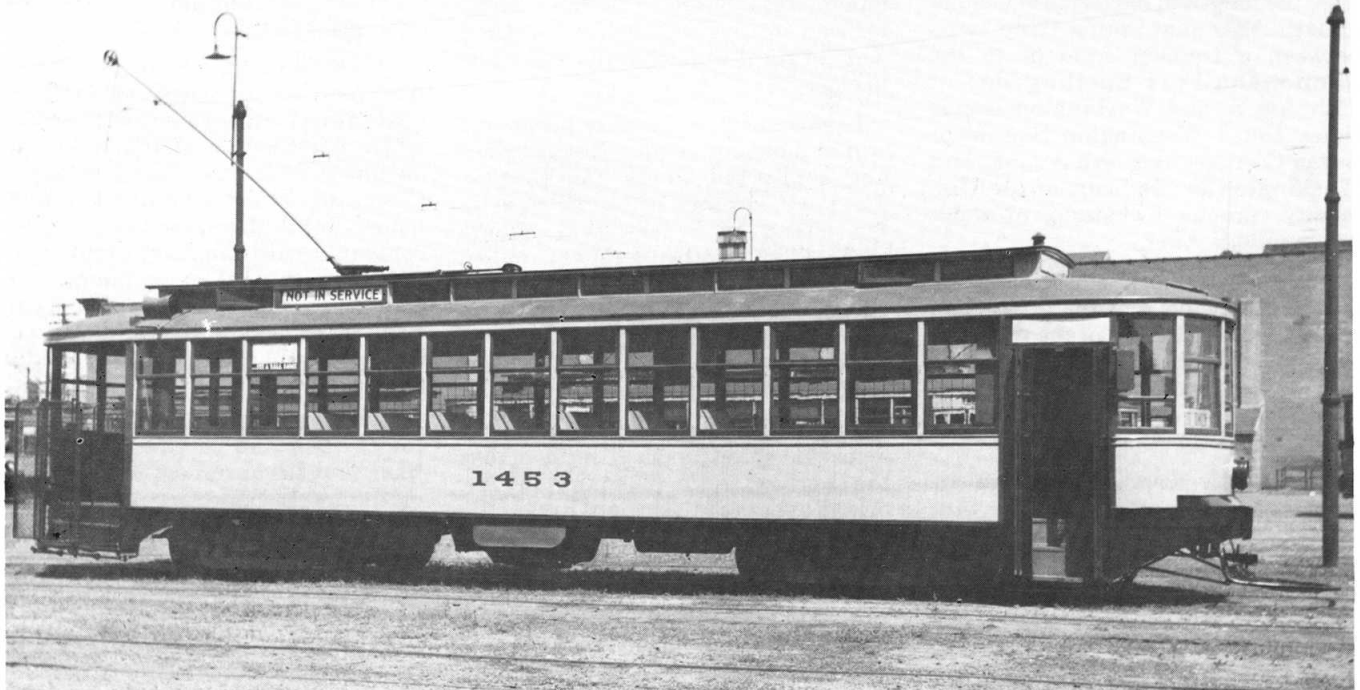
One morning I caught Lake Street Station gate car 1453 as an Interurban "extra" at Washington Square. It was unusual for Lake Street Station to have a gate car in Interurban "extra" service. I do not know precisely how this particular run operated but it may have been combined with a morning inbound run to the loop off Chicago Av. **Chicago-Penn** and **Chicago-Fremont** runs all came from North Side Station, except during World War II and perhaps immediately thereafter Lake Street Station did fill in a few Chicago Av. "extras" with gate cars which worked only between downtown and the south end of the Chicago line during rush hours.

North Side Station Interurban "extras" were both gate cars and one-man/two-man cars and I caught a number of them at Washington

Square during my campus days. Among the North Side gate cars I rode as Interurban "extras" were 1350, 1362, 1368, 1371, 1373, 1376, 1378, 1399, 1542, 1547 and 1563. Among the North Side one-man/two-man Interurban "extras" I rode were 1196, 1384, 1392, 1575, 1587, 1588, 1589, 1593, 1663, 1665, 1668, 1670, 1676, 1683, 1780, 1791, 1806 and 1816. In the afternoon rush, North Side Station Interurban "extras" operated as **Chicago-Penn** cars westbound from the Emerald St. wye through the campus following Washington Av. to 2nd Av. S. to 6th St. where they reached **Chicago-Penn** trackage.

I also caught a number of East Side Station's Interurban "extras" at Washington Square. Among East Side's gate cars I rode as Interurban "extras" were 1342, 1346, 1352, 1354 and 1421. Among their one-man/two-man Interurban "extras" I rode were 1168, 1301, 1318, 1752, 1760, 1799 and 1817. In the afternoon rush, East Side's Interurban "extras" carried **Loop** destination signs westbound from the Emerald St. wye through the campus following Washington Av. to 4th Av. S. and into the loop on 3rd St.

I do not believe Nicollet Station regularly supplied cars for the Interurban "extras," but one day on the campus at the beginning of the afternoon rush I did observe one-man/two-



TCRT gate car 1453, an Interurban regular, at Snelling Station in 1941. The car appears to have been recently reconditioned and repainted. Photo by Frank E. Butts.



man car 1559 from Nicollet coming up the Washington Av. hill underneath the pedestrian underpasses from the campus mall carrying **Special** destination signs. A little later, 1559 returned westbound with **Nicollet to 54th** destination signs.

At first it seemed strange to see these cars from other stations on the campus, but these Interurban "extras" became an every school day occurrence in the immediate post war period.

TCRT also pressed into service for the peak campus traffic several of the buses from their 11th and Currie garage near downtown Minneapolis. The buses followed the same route as the Interurban "extra" streetcars but, of course, it was not necessary for the buses to go up the hill to Emerald St. to turn around. I believe the buses "ran around the block" near Washington Av. and Oak St. The buses stopped for us at the large triangular island in Washington Square on the same side as the Interurban "extra" streetcars. Among the Interurban "extra" buses I rode were 417, 419, 423, 455, 457, 458, 459, 460, 461, 465, 470, 475, 479, 494, 512, 572, 592, 593, 598, 617, 623, 627, 638, 642 and 645.

The St. Paul end of the Interurban line was not without its "extras" either, although these were for service to and from the St. Paul Saints baseball park at University and Lexington Aves. and for Minnesota Golden Gopher football games at Memorial Stadium on the campus at Washington Av. and Oak St.

One autumn Saturday noon before World War II, I was in downtown St. Paul on the corner of 7th and Wabasha when my eye caught several westbound cars coming up 7th St. turning onto Cedar St., coming out on 9th St., and turning again to go up the Wabasha St. hill. Before I could get close to them they were gone except for the last one which was car 1851 carrying **Ball Grounds** signs. Duluth Av. Station cars carried **To St. Paul** on their destination sign rolls for service returning from Memorial Stadium and the Saints ball park over the Interurban line.

More reflections on the Interurban line in the 1930s and 1940s by **Robert Cumbe**y in the next issue of the **Minnegazette**.

## Acquisition/Disposition Policy

On July 12, the Board of Directors adopted the policy by which MTM will acquire or dispose of its transportation equipment. In conjunction with this, the Acquisition/Disposition Committee developed a proposal form which any member can make a formal proposal to the committee.

I wish to emphasize the importance of this policy as a positive step in providing the museum with an important management tool. This tool can better assist the organiza-

tion in implementing its philosophy and goals through a program of carefully considered acquisitions and dispositions.

The policy is several pages long, too long to be reproduced here. If you would like to see a copy of the Acquisitions/Dispositions policy or a form, please contact me.

**Frank P. Bifulk**  
Chairman, Acquisitions/  
Dispositions Committee

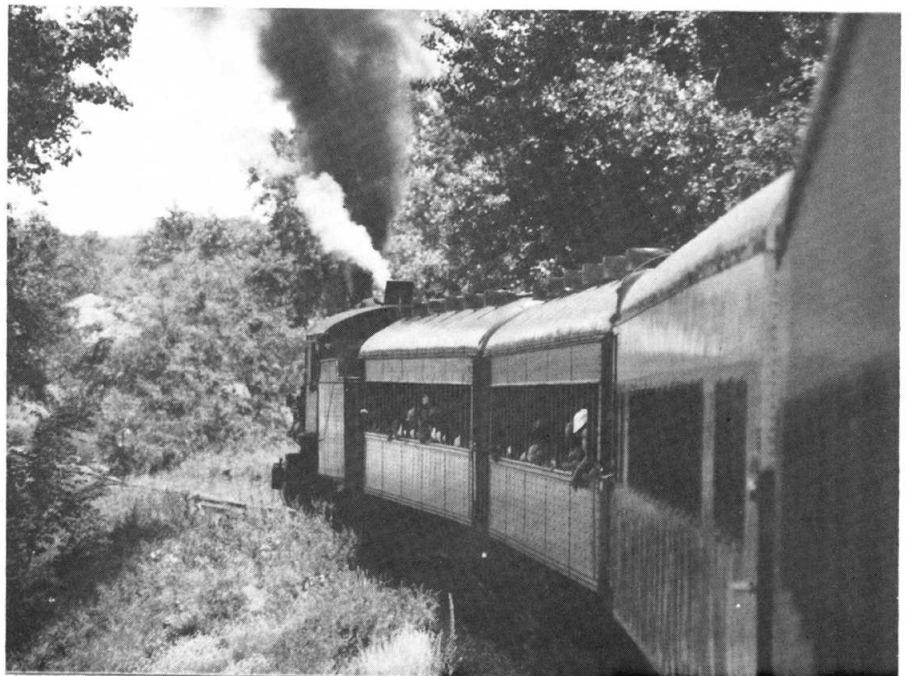
## MTM Buses to Run for TRAIN Convention

Plans call for our vintage TCRT buses, **1942 Mack C-3** and **1954 GMC TDH-5105**, to operate during the TRAIN convention and our Streetcar Company picnic on October 30. Members will have an opportunity to see and ride both buses at either event. The buses will be used to take TRAIN Convention attendees to the scheduled double-headed steam excursion on Saturday, Oct. 29.

Superintendent of Bus Transportation, **Scott Heiderich**, should be contacted by any members who pres-

ently hold Minnesota Class B or A drivers licenses and wish to be checked out in driving the buses. We will need a number of drivers over the last weekend in October and we would like to have a group of drivers available for future operation of our buses.

We are not able to train members to pass the class B test at this time, so if you do not have the proper license, hopefully at a later date we can work you into training. You can call Scott at 645-3333.



The MTM steam train headed for the train picnic in New Brighton from Raymond yard on July 24. Photo by Dawn Holmberg.

Ride the modern "Electric Highway"  
to the

# 7th Annual Streetcar Company

# PICNIC

at Lake Harriet  
Sunday,  
October 30, 1983

Ride both streetcars and  
our buses too!

See page 8 for details!



## MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly **Minne Gazette** magazines at their homes.

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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